

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF
December 12, 2014

Traffic Advisory Committee Members

Automobile Club of Southern California	Absent
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Absent
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	Officer Tim Soto
California Highway Patrol - Oceanside	Absent
California Highway Patrol - El Cajon	Officer Scott Harlan
California Highway Patrol - Border	Sgt. Tim McNamara
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Mr. Michael Czoverek
San Diego County Sheriff's Department	Absent
San Diego County Office of Education	Mr. Dennis Sulzer
San Diego County Bicycle Coalition	Absent
Department of Public Works	Mr. Mike Kenney
Department of Public Works	Ms. Giselle Finley

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton R. Jones
Traffic Advisory Committee Staff	Mrs. Patricia Johnson-Horsman
Traffic Advisory Committee Staff	Mrs. Maria Rubio-Lopez

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 12, 2014

MINUTES

Agenda:

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from September 12, 2014**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
B. RADAR CERTIFICATION	EL NOPAL	LAKESIDE/SANTEE	LAKESIDE
C. RADAR CERTIFICATION	HIDDEN MESA ROAD	EL CAJON	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
A. SIGNALIZATION	SO MISSION ROAD @ GREEN CANYON ROAD	FALLBROOK	FALLBROOK
B. RADAR RECERTIFICATION	ELFIN FOREST ROAD	ELFIN FOREST	SAN DIEGUITO
<u>ALL SUPERVISORIAL DISTRICTS</u>			
A. TRAFFIC GUIDELINES			COUNTYWIDE

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the End, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. On October 10, 2001, the Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owners have consistently supported previous extensions of Camino Monte Sombra's temporary road closure. This matter will be the final proposed extension for an additional 18 months; no succeeding extensions are permitted per Vehicle Code Section 21101.4. The temporary road closure as a result of serious and continual criminal activity will expire at the end of this proposed 18 month extension.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road is not posted.

Discussion

In 2001, this segment of Camino Monte Sombra was identified by the Sheriff's Department and California Highway Patrol (CHP) as a location where serious and violent criminal activity was occurring on a frequent basis. As a result, upon the Committee's recommendation, the Board of Supervisors directed the temporary road closure along this section. A locked gate was installed and access keys were provided to the local Law enforcement agencies and fire department.. Since its closure on December 1, 2001, this portion of Camino Monte Sombra has not experienced any of the previous criminal activity and has been reviewed on an ongoing 18-month rotation as allowed by the adopted Resolution.

CHP - El Cajon representative expressed familiarity with previous and current conditions. The Sheriff's Department and his office jointly pursued the temporary road closure. Captain Ybarrondo, originating Sheriff's deputy, provided written support to continue the temporary road closure. Both law enforcement agencies indicated strong support for the proposed extension citing concern that past conditions may resurface should the extension not be granted.

In addition, staff stated all affected property owners and the Crest-Dehesa Community Planning Group was notified of this proposed extension and none expressed opposition.

This will be the eighth and final extension. The enacting resolution dictates the temporary road closure may be extended for not more than eight consecutive periods of not more that eighteen months each. When this extension terminates, the temporary road closure may be revoked and the gate can be opened or removed.

Recommendation

The Committee recommends extension of the existing temporary road closure made as a result of prior serious and continual criminal activity on Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the end for an additional 18 months.

Maker: Kenney, Second: Fleishman, Vote: 10-0

Necessary Board Action

Amend Item No. 1 of the Traffic Resolution No. 2663 relating to the Temporarily Closing to Through Traffic of a County Highway as a result of Serious and Continual Criminal Activity in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: El Nopal from Santee City Limits easterly to Los Ranchitos Road (0.2 miles), SANTEE/LAKESIDE (Thos. Bros. (1272-A1) Lakeside Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certify the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

El Nopal meanders through the City of Santee and Lakeside community. The western City of Santee segment is posted 35 MPH/Radar Certified. This County-maintained 0.2 mile middle segment is also posted 35 MPH. The adjacent County-maintained eastern segment is posted 40 MPH/Radar Certified. Due to ongoing speed-related concerns, we respectfully request this 35 MPH posted segment be reviewed for radar speed certification to provide consistency and continuity between both jurisdictions along El Nopal.

Existing Traffic Devices

El Nopal is a striped two-lane roadway approximately 60 feet wide. There is a short segment with edge-striping along the south side and another segment with a two-way left turn lane separating both directions of travel. The road is posted 35 MPH. (NOTE: El Nopal is classified as a Light Collector on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>09/14</u>	<u>11/96</u>
El Nopal @ Aquilla Drive W/o Los Ranchitos Road	5,800*	6,850*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
El Nopal: @ City of Santee Boundary	(2014)	37.9 MPH	29-38	82.0%
City of Santee Engineering & Traffic Survey	(2011)	37.0 MPH	31-40	90.0%

Collision Data

There have been four reported collisions, one involving injury, along this segment of roadway in a five year, seven month period (1-1-09 to 7-31-14).

Discussion

El Nopal is a multi-jurisdictional roadway between the City of Santee and Lakeside Community. This County-maintained 0.2 mile middle segment is posted 35 MPH. The adjacent western City of Santee segment is posted 35 MPH and is Radar Certified. The County-maintained eastern segment is posted 40 MPH and is also Radar Certified. To provide consistency and continuity with radar speed enforcement between both jurisdictions, the Committee believes adding this segment to the Radar Enforcement Program will facilitate and enhance law enforcement within both jurisdictions.

This posted 35 MPH County maintained speed limit was established in 1995. The result of the recent survey (37.9 MPH) and the roadway's current operating conditions support radar speed enforcement. El Nopal provides a connecting link between the County of San Diego and City of Santee to State Route 52.

Radar certification has proven to be an effective tool against excessive speeding. CHP Representatives indicated this segment of El Nopal meets their agency's criteria and radar speed certification will allow an enhanced enforcement presence.

Recommendation

The Committee recommends certification for radar enforcement of the existing 35 MPH speed limit on El Nopal from the Santee City Limit easterly to Los Ranchitos Road.

Maker: Kenney, Second: McNamara, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Hidden Mesa Road from Jamacha Road easterly to the Cul-de-Sac (1.03 miles), EL CAJON (Thos. Bros. (1272-A1) Valle de Oro Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certify the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

The posted 40 MPH speed limit on Hidden Mesa Road has been in place since 1985. The result of a recent speed survey (85th percentile speed – 44.9 MPH) and the roadway's present operating conditions appear to meet criteria for radar speed enforcement.

Existing Traffic Devices

Hidden Mesa Road is a striped two-lane roadway that measures from 37 to 40 feet wide. There is edge striping along both sides of the roadway. There is an existing all-way stop control at Hidden Springs Drive, established in 1999. The road is posted 40 MPH. (NOTE: Hidden Mesa Road is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>07/14</u>	<u>3/90</u>	<u>10/84</u>
Hidden Mesa Road			
E/o Hidden Mesa View Drive	2,380*		
E/o Jamacha Road		4,020*	2,590*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hidden Mesa Road:				
250 ft E/o Hidden Mesa View Dr	(2014)	44.9 MPH	35-44	70.0%

Collision Data

There has been one reported injury-related collision along this segment of roadway in a five year, seven month period (1-1-09 to 7-31-14). It involved a westbound bicyclist approaching the bottom of a hill, while using the brakes to slow down, lost control and overturned.

Discussion

The result of the recent speed survey (44.9 MPH); along with roadway conditions, supports the existing 40 MPH speed limit posting. Hidden Mesa Road has been posted 40 MPH since 1985 and primarily serves as a residential collector to Jamacha Road (SR-54). The Committee noted the existing 40 MPH speed limit posting is reasonable and reflective of the roadway's overall operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding. The CHP representatives agreed Hidden Mesa Road meets their agency's criteria for radar speed enforcement. Radar speed enforcement will facilitate and enhance law enforcement along Hidden Mesa Road.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 40 MPH speed limit on Hidden Mesa Road, from Jamacha Road easterly to the Cul-de-Sac be certified for radar speed enforcement.

Maker: Kenney, Second: Harlan, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Elfin Forest Road from Harmony Grove Road northwesterly to the San Marcos City Limit (1.9 miles), ELFIN FOREST (Thos. Bros. 1148-H3).

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Elfin Forest Road from Harmony Grove Road northwesterly to the San Marcos City Limit is posted 50 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 50 MPH speed limit.

DATA:

Existing Traffic Devices

Elfin Forest Road is a striped two-lane roadway that varies from 20 feet to 27 feet in width. It has an established 7-ton weight limitation. There is edge-striping along both sides of the roadway. The road is posted 50 MPH and is part of the CHP radar enforcement program. Elfin Forest Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH to the east in the City of San Marcos. Harmony Grove Road, the easterly extension of Elfin Forest Road, is posted 45 MPH and is Radar Enforced.)

<u>Average Daily Traffic Volumes</u>	<u>11/14</u>	<u>8/02</u>	<u>8/00</u>	<u>5/98</u>
Elfin Forest Road:				
W/o Elfin Forest Lane	3,660*			
E/o Los Vientos Este		3,550*	3,060*	2,190*

*Two-way count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Elfin Forest Road:				
150' W/o Elfin Forest Lane	(2014)	50.0 MPH	39-48	67.0%
	(2007)	50.6 MPH	41-50	68.8%
200' W/o Elfin Forest Lane	(2000)	52.1 MPH	39-48	56.3%

Collision Data

There have been 27 reported collisions along this segment of roadway, 17 involved injuries and 1 a fatality, in a five year, seven month period (1-1-09 to 7-31-14).

Discussion

The results of the recent speed surveys (50.0 MPH and 50.6 MPH) support recertification of the existing 50 MPH speed limit for continued radar enforcement. The posted 50 MPH speed limit was established in 1990 and radar certified in 1995. Elfin Forest Road, along with Harmony Grove Road (its eastern extension), is a rural roadway serving as connecting link between the Cities of San Marcos and Escondido. In addition, staff noted Harmony Grove Road is posted 45 MPH and is also radar certified. Both roadways are popular with bicyclists and equestrians. The posted 50 MPH speed limit continues to be reasonable and representative of the roadway's current operating conditions. Radar Certification will ensure consistency and continuity with enhanced speed enforcement along both roadways.

The Committee recognized significant development is taking place along Harmony Grove Road. In the near future it is anticipated more than seven hundred and fifty homes (750) will be built and inhabited. Usually when these conditions take place, surrounding roadways are also impacted with increased traffic volumes and reduced speeds. It may be appropriate to revisit Elfin Forest Road and Harmony Grove Road when the anticipated traffic patterns normalize.

All CHP representatives agreed Elfin Forest Road continues to meet their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 50 MPH speed limit on Elfin Forest Road from Harmony Grove Road northwesterly to the San Marcos City Limit

Maker: Fleishman, Second: Kenney, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item A**

SUPERVISORIAL DISTRICT: All

SUBJECT: Traffic Guidelines

LOCATION: Countywide

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Guidelines Review

PROBLEM AS STATED BY REQUESTER:

County of San Diego Traffic Guidelines serve as a guide for members of the public, law enforcement, and staff in developing solutions for roadway traffic matters such as parking regulations, speed limits, stop signs, traffic signals, centerline & edge striping, guardrail, crosswalks and school traffic safety. Based on revisions to the California Vehicle Code and the Manual on Uniform Traffic Control Devices, Staff updated the document and has attached a marked up copy and a single page summary of edits. Updates include matching current criteria set forth in the California Vehicle Code, the California Manual on Uniform Traffic Control Devices and the American Association of State Highway Traffic Officials guidelines.

We respectfully request your review and support to forward these guidelines to the Board of Supervisors for approval of this revised publication.

Discussion

The Committee heard a presentation from staff on proposed changes including new references to the Mobility Element of the General Plan, updated industry references, and a revised introduction including language supporting and reinforcing the County of San Diego strategic initiatives, complete streets, and healthy and thriving communities goals..

Regulatory guideline changes include references to moving permits, regional trails maps, cut-through traffic, enabling authorities delegated by the Board of Supervisors, California Vehicle Code changes regarding speed limits, and revisions to the California Manual on Traffic Control Devices. Operational guideline changes include parking impacts with bikeways, run-off the road collisions when considering guardrail, marked crosswalks at pedestrian crossing signals, and ground-in centerline rumble strips. The Committee reviewed a new section on oversize vehicle parking prohibitions in residential areas.

Staff sought input on the proposed revisions to the draft guidelines from all 26 community planning and sponsor groups. The Committee reviewed the following chapter edits:

Introduction: Use the phrase “provide safety” instead of “uphold safety”

Mid-Block Crosswalks: Further define items that would affect sight distance such as geometrics of the roadway, and the presence of roadside appurtenances and vegetation..

Oversize Vehicle Parking Prohibitions In Residential Areas: Add more specifics regarding a map of a defined residential area and clarification of who is able to sign the petitions (i.e. legal property owners vs. renters).

Speed Limits: Simplify and clarify language when rounding down to the next lower speed limit with no further reduction..

Intersection Crosswalks: Recommendation to use “marked” in lieu of “painted” when referencing marked crosswalks since thermoplastic may also be used.

Reflectorized Pavement Markers: Reinforce that PRM’s along edgelines will only be installed on roads where an engineering study indicates a demonstrated problem that may be correctable by edgeline RPM's..

Temporary Road Closures: Address parades of motorcycles and bicyclists– No change proposed as impromptu gatherings cannot be policed and must follow the rules of the road. Communities are directed to current codes and to the DPW Special Event Permit process.

Recommendation

The Committee recommends the revised Traffic Guidelines be approved by the Board of Supervisors.

Maker: Kenney, Second: Sulzer, Vote: 10-0

Necessary Board Action

File this report.